by an aircraft registered in another State operating international services to, from and through India.

(b) The oil companies have incurred under-recoveries amounting to Rs. 694.27 Crores as on 31.3.2001 on account of amounts of sales taxes paid to the State Governments on sale of Aviation Turbine Fuel (ATF) to foreign airlines from Indian ports but not paid by the said airlines.

(c) Domestic airlines will not be benefited from this Bill as it is meant for fulfilling India's obligation under the Air Services Agreements with various countries.

(d) and (e) It will not have any impact on the fares of domestic airlines as they are not covered by the above Bill.

Cargo Revenue of AAI

2434. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the cargo revenue of the Airports Authority of India has sharply declined in 2000-2001;

(b) if so, the details thereof and the reasons therefor; and

(c) what measures Government have taken to augment the cargo revenue of AAI?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The cargo revenue of the Airports Authority of India (AAI) for the year 2000-2001 marginally declined by 5.12% from Rs. 250.25 crores in 1999-2000 to Rs. 235.43 crores in 2000-2001. The main reason for decline are decline in the rate of growth of cargo from 12.88% in 1999-2000 to 4.63% in 2000-2001 and extended working hours at cargo complexes at Mumbai, Delhi, Chennai & Kolkata resulting in faster clearance of cargo causing reduction in demurrage charges which is a major component of cargo revenue.

(c) The following measures are projected to be taken to augment the cargo revenue.

(i) Operationalisation of Express/Courier operation at Mumbai and Delhi airport;

(ii) Enhancement of Terminal Handling Service charges rendered by AAI, leviable on airlines at IGI airport, Delhi and Chennai airports;

(iii) Commissioning of the State-of-the-Art Centre for Perishable Cargo at Mumbai airport;

(iv) Privatisation of the operation, management and maintenance of the state-of-the-art centres for Perishable cargo at IGI airport, Delhi and Chennai airports.

Development of Muzaffarpur Airport

†2435. SHRIMATI KUM KUM RAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the names of the airports which are propsoed to be developed and the cities planned to be linked with air services;

(b) whether Government propose to develop the airport at Muzaffarpur and link it with air services to other States;

(c) if so, by when the same is likely to be started; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Airports Authority of India is developing Kangra, Jaipur, Jammu, Leh, Lucknow, Pathankot, Varanasi, Bhubaneshwar, Gaya, Bhuj, Jabalpur, Porbandar, Rajamundry, Agartala, Dimapur, Guwahati, Tezpur, Lilabari and Imphal. Due to aircraft capacity constraints Indian Airlines have no plans, at present, to add any new station on its domestic network.

(b) to (d) Muzaffarpur airport is at a distance of only 75 kms. from Patna and the needs of the air passengers to/from Muzaffarpur are at present met by air services to/from Patna. Till date, no Airline has projected the requirement for operating their air services through this airport. As such, Airports Authority of India has no development plans for this airport.

Illegal agencies at Airports

2436. SHRI RAMDAS AGARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware that the Bureau of Civil Aviation Security

†Original notice of the question was received in Hindi.